The railroads running into Jersey City and Hoboken were used up, not by snowdrifts that made progress along the main lines impossible. All trains reached the outskirts along the Jersey meadows, and it was here that they stuck. The drifting snow had put the interlocking switches out of business. As first as the switches were cleared the snow drifted back in. Back of the Bergen Hills the bleak and barren meadows last night resembled cities. Stalled trains were everywhere, shedding alled traits were everywhere, shedding

electric light. The Pennsylvania road suffered on acount of the many interlocking switches in their Bergen Hill cut. West of the cut is Marion station. It was here that trains were held up. The Manhattan Limited, due at Jersey City at 2:30 P. M., was still on the meadows opposite Marion at 80 clock last night. The Keystone Express, due to on the meadows opposite Marion at 80 clock last night. The Keystone Express, due to arrive at Jersey City ten minutes later, was right behind it. On another track was the Washington Express, due at 2:46 vesterday afternoon. Stalled behind it was the Philadelphia Express, due at 2:50. The Washington Limited, due at 3:10, was two hours late in getting to Marion, and remained there until 7:45, when, preceded by two hige snowploughs, it panted slowly into Jersey City.

Surrounding these limited trains were

Surrounding these limited trains were a mass of accommodation trains. It is likely that many of them will be there this morn-

An enormous crowd was in the big station at Jersey City waiting to get home. As few of the accomodation trains could get in of course there was none to go out. Asked if trains were running on anything like schedule time, an official of the road re-

"We are running on rag time!"

STORM DINING CARS. Conditions in the Pennsylvania yards and the Bergen cut improved greatly late at night when an enormous force of men were sent out to clear the switches. In this way trains were slowly got in and out. Passengers on the through trains stalled at Marion were fed in dining cars at the expense of the company. Folks on the stalled accomodation trains got wind of this and demanded similar treatment.

this and demanded similar treatment. Some stormed the dining cars and the crews of the latter could do nothing but care for their appetites until the supplies in the larders were exhausted.

The officials ordered coffee and sandwiches sent from the restaurant in the Jersey City depot to the men clearing the switches. Those who were not hungry took advantage of the chance to feed a commuter—at a price. commuter at a price.

SPORTS' SPECIAL MISSING. Early in the evening a crowd of about 500 sports from this city bound for Philadelphia to see the Tommy Murphy-Abe Attel fight arrived at the Jersey City depot and began inquiring for their special train. They set up a great howl when it was an-nounced that the train had been taken off. The railway officials said they had trouble enough without worrying about a prize-fight. The sports started back to this city grumbling. They did not know that the fight had been postponed. PHOEBE SNOW, SHE COULDN'T GO.

Snow clogged switches held up trains or hours in the yards of the Delaware Luckawanna and Western, in Hoboken. The trouble lay in the short stretch this side of the Bergen tunnel. The yards yesterday afternoon began to fill with stalled trains both outgoing and incoming. The Chicago express, due to leave at 2 o'clock, didn't are the truesly until two hours later. get to the tunnel until two hours later. The incoming Chicago express, due at 3.15, hadn't reached the station at 8 o'clock last night. It was said that this train was last night. It was said that this train was stalled among the switches west of the tunnel. The "Phoebe Snow" train for Buffalo was among those held up. Any semblance of a schedule in regard to local trains was cast to the winds. The trains were run as best they could be. Passengers bound for their suburban homes lingered about the station and some gave up and returned to this city and made for hotels. Others waited patiently and hopped aboard Others waited patiently and hopped aboard any train that left. In this way they got to some point near their homes, and how they got the rest of the way is for them to tell.

PERSONALLY CONDUCTED ERIE TRAINS. The Erie was in equally bad condition. Frozen and snow blocked switches held up trains on either side of the tunnel and trains crawled in hours lare. The big expresses from the West were far behind schedule time, owing to difficulty along the route up the State. Even when they did reach the meadows they were again halted for a long time for the clogged switches to be cleared. A force of 700 extra men were engaged to do the clearing and the trains cleared. A force of 700 extra men were engaged to do the clearing and the trains were able to get in some time. The force would go ahead of a train and clean the switches while the locomotive puffed slowly behind. Only one stretch of track at a time was cleared in this way, and the trains time was cleared in this way, and the trains the west safely in and passengers distinct the lives of our intenditating chances with the lives of our intenditation chances w blocked in a mass at the meadows had to wait each its turn before being escorted in by the sweeping and cleaning corps. The local trains were run as they happened to be behind any one that was following the cleaners. Many of the accommoda-tion trains were taken off entirely.

The Central Railroad was in trouble from early in the day. For a mile and a half out from Communipaw there was a string The same process as was employed on the Erie was put into opera-tion on this line. Trains on the New York and Newark branch that usually run on ey car schedule were sent in and out

COMMUTER 3' RUSH SWEEPS A WAY POLICE. On the Greenwood Lake division of the Erie there was not a train run after 3:45 o'clock in the afternoon until 7 o'clock last night. This division takes in all of the important suburban towns. A crowd of commuters had gathered in the station.

door leading to the platform was opened and there was a great rush in the part of impatient suburbanites. Many, not the impatient subtroantes. Many, not satisfied with taking their time in going through the door, made a rush for windows and a great smashing of glass resulted. Many windows were carried away and the lepot police, powerless to cope with the ituation, were swept off their feet.

RESERVES CALLED OUT. Emil Schulte of Belleville, N. J. was caught crawling aboard the train through a smashed car window. Policeman a smashed car window. Policeman McKenna grabbed Schulte's heels and dragged him back to the platform. As a result Schulte turned on McKenna and gave the latter a licking. McKenna scrambled to his feet and, making to a telephone, called out the reserves of the Second procipe. Sargt Booth and a squad of precinct. Sergt. Booth and a squad of policemen were soon at the depot and restored some kind of order. Schulte was picked out by McKenna and arrested. The train was packed and jammed when the reserves arrived and more men were fighting to get aboard. The police drove the is crowd back into the waiting room

HIGH TIDE ADDS TO THEIR TROUBLES. Additional trouble was caused by the high wind and tide that drove the waters up into Pavonia avenue to the left of the depot. The water was so deep that people nd for Jersey City were unable to get to the waiting trolley cars. Sergt. Booth secured a number of wagons from the Wells-Fargo Express Company, and in these the Jersey City folks were ferried across the flooded street.

WEST SHORE GIVES IT UP. The West Shore, running out of Wee-hawken, was tied up thoroughly last night. A local train was got under way at 1 o'clock in the afternoon, and none other was sent out until 7:15 last night, when a train was made up for Newburgh and way points. Two engines were attached to this train and it got a mile and a half out of Weehawken, where it stuck in a drift. Two additional engines were sent out to boost this train along from the rear, and the combined force of the four locomotives managed to drive it through the snow.

Snowdrifts were encountered all along the line and the train was still fighting hard

o reach Newburgh at a late hour last night were hopeful of getting there for breakfast.

After this train had left and its experi-

and read the bulletins gave the thing up and sought hotels.

STALLED TRAINS LIGHT A WILDERNESS.

The railroads running into Jersey City and Hoboken were used up, not by snow-drifts that made progress along the main lives impossible. All trains reached the LONG ISLAND ROAD QUITS.

It was the first time since 1888 that the Long Island road had to quit absolutely. Wherever there is a deep cut along the lines the snow filled it in. In the yards at Long Island City and elsewhere the switches were ice locked and could not be kept clear. kept clear. The results to persons living along the

The results to persons living along the lines verged on the tragic. The station at Long Island City was jammed with Long Island people who had thought to get home by starting early. Some got away, but most of them were reduced to despair when these signs were posted at 2:30 P. M.:

"The storm has made it impossible to move trains on the Long Island Railroad. No tickets will be sold until further notice."

Boat after boat from New York added to the Jam. By 5 o'clock the waiting rooms were so full that nobody could get in. At 6 the ferryhouse was full and people were standing under the sheds and in the open, taking the wind and snow in their faces, unable to go anywhere else.

taking the wind and show in their races, unable to go anywhere else. Delegation after delegation went to the office of General Superintendent Addison and General Manager Potter, begging the officials to move at least one train. The officials gave the same answer to all:

"We have done everything we could, but there isn't a wheel turning on the road, and we can't tell you when there will be. If the wind dies down we may be able to send a few trains out. end a few trains out.

OFFER TO HELP SHOVEL.

One fur coated citizen who lives in Mineola got this answer and said: "Say the word and I will go to the waiting room and the street and get 1,000 men to shovel snow from in front of any train

shovel snow from in Front of any train you will send out."

"We have big gangs doing that now," said Supt. Addison. "We don't want passengers to take chances on trains in this kind of a storm."

"But we are willing to take any kind of a chance," said the Mineola man. "We have got to get home to-night."

"Sorry, but it can't be done," was the reply.

TRACEDY AMONG THE WOMEN.

Women wept in the station and some got hysterical. A few had brought babies out into the storm. out into the storm.

"I've just got to get home. There's no coal in the house. There's nobody to get supper. There's nobody to feed my dog or my cat. My mother is sick and alone. I must get there some way," they cried.

The officials advised everybody to go back to Manha'tan and stay all night. Thousands took the advice, but many of the commuters had not enough money with them and stayed where they were.

ITALIAN KILLED, WHOLE GANG QUITS. Two hundred Italian laborers were put to work in the Long Island City yards early in the morning to assist the regular early in the morning to assist the regular yardmen in keeping the switches clear. About 6 o'clock a train backed in and killed one of them. Antonio Foenaro, cutting him in two. He was blinded by the snow and did not hear the train. When the other Italians saw what had happened they dropped shovels, scrapers and picks and ran out of the yards in a body. They wouldn't come back. A new gang, mostly negroes, was put to work about 8 o'clock, but by afternoon the fight to keep the switches clear had become hopeless.

"WE'RE WHIPPED," THE OFFICIALS SAY. "It is much better to keep these people

"It is much better to keep these people all night in New York than to take them out and freeze them to death somewhere in a snowdrift," said Chief Despatcher Magee. "We have done our beet to make our patrons understand that the blizzard has simpy whipped us out and that we are helpless, but it seems impossible. They all have pictures in their minds of freezing, hungry families, or something of that sort, and they simply lose their head." MISSING TRAINS LOCATED.

Chief Despatcher Magee got a line on all of hispassenger trains early in the after-noon. By noon every westbound train that started yesterday morning was in the Long Island City yards, tied up. The east-bound trains added a few gray hairs to his head. Some of these got into difficulties and were stalled in drifts along the main line and the branches to Oyster Bay, Wading River, Far Rockaway and Hempstead Snowploughs were sent to their relief. By 3 o'clock Magee knew where every train

"They will be held in their terminals until further orders," said he. "We do not intend taking chances with the lives of our charged.

ONE TRAIN STALLED ALL NIGHT. One train which he expected would get n, however, was stalled all night between Floral Park and Garden City. many passengers, including women and school girls. The snow had piled up in drifts over twenty feet high against the cars. The train is in a deep out and several cars were almost completely covered.

Several of the girls and women endeavored several of the girls and women endeavored to walk to Garden City and Floral Park, but became so exhausted that the men on the train insisted they should return to the train. Some of the passengers managed to reach the Floral Park railroad station and adjoining houses, and were taken in for the night. The others spent the relation which forthing told. taken in for the night. The others spent the night on the train, which fortunately

was warm. Conductor Henry Smith, Brakeman Wilthe important suburban towns. A crowd of commuters had gathered in the station. The company sent no trains out for the reason that they would not have got beyond the yards.

It was when the 700 extra men had succeeded in getting the switches into working order that a train of seven cars was made up and backed into the train shed. When the train was announced only one door leading to the platform was opened.

Of the 50,000 people the Long Island Railroad handles daily it was estimated that two-thirds were stormbound. Two dred and eighty-four trains were put

COLONIAL EXPRESS SAUNTERS. Navigating Train Got Started South at Last After Many Troubles.

The New Haven Railroad transport Maryland with the Colonial Express aboard reached Jersey City at 8:15 o'clock last night, being due at 3:55. The train was late in reaching Mott Haven and the transport had hard lines getting down the East River and around the Battery. She set out in the teeth of a howling gale and a blinding snowstorm. The skipper had to grope his way through Hell Gate. He ran under one-third steam and stopped several times to avoid collision with stray craft. From the southern end of Blackwell's Island to the Battery the Maryland scarcely more than drifted, taking no chances of hitting things.

When the boat finally reached the slip at the northern end of the Pennsylvania station she could not dock because the transport Express with five freight cars aboard was stuck fast in the slip.

The Maryland had to tie up to the bulk-bed of the Adam's Express dock and

head of the Adam's Express dock and wait there until after 9 o'clock, when the Express managed to get out. The passengers on the Colonial Express were greatly relieved when the train rolled out into the yards and was switched on to the main tracks. The train had a hard time getting through the yards on account of the frozen. through the yards on account of the frozen switches, and was finally stalled on the Hackensack meadows along with a lot of other trains. She finally got away and sped on to Washington.

City Hall Clock Had to Outt.

The City Hall clock, after doing its duty bravely in a place where the storm bit hardest, quit at 7:05 o'clock last night. It's a bad storm that puts this particular city servant to sleep.

TO CURE A COLD IN ONE DAY After this train had left and its expericoces had been reported the authorities gists refund the money if it falls to cure. E. W
in Weehawken posted a notice that no Grove's signature is on each box. 250.—Ads.

JAP FUNERAL SNOWBOUND

MOURNERS FOR BABY HAGAKANA SUFFER SEVERELY.

Resened by Police From Woodlawn Cemetery After Hearse Overturned—Ail Frestbitten and Women Fainting—Cops Sent to Aid Vanish in the Snow

There were few burials yesterday afteroon. Several of the largest firms of unlertakers decided that it would be best o take no chances.

About twenty persons, Japanese and white, who went to the funeral of Ji Hagakana, a two-year-old Japanese girl, were stormbound last night at the Woodlawn police station. After the girl had been buried, the hearse was overturned in a snow drift in the cemetery. The horses drawing four of the carriages were so exhausted that they gave out, and the mourners were rescued by a squad of police. There were six carriages in all, and two of them got home last evening with their

The little girl died last Saturday at her home in the Majestic Apartments at 145th street and St. Nicholas avenue. Her father is Kagero Hagakana, a silk merchant in Broadway. The funeral started at 2 o'clock About thirty persons attended it, including a number of women, Japanese and white. Mr. Hagakana, his wife, who is a Japanese, and her mother, Mrs. Janushi, were in the first coach.

The trip to Woodlawn took over an hour and a half. The grave diggers had been waiting for some time and were numb from cold. The coach drivers also were exhausted by the trip. The mourners, although they had heating appliances in the coaches, were almost as badly off.

It had been the intention to have an elaborate ceremony, but the programme was shortened so that it consumed only a few minutes. When some of the mourners arrived at the grave they started back immediately without even waiting for this Those who didn't wait were the ones who got home last night. Their horses were

better condition. When the ceremony was over, the hearse When the ceremony was over, the hearse started for Manhattan. The grave was about half a mile inside the cemetery gate. The driveway was piled high with snow drifts, and the hearse was caught in one near the gate; the horses gave a sudden turn and it toppled over. There were four carriages right behind. S. J. Luckings, the undertaker, sent two of his men, Theodore Ocht and Oscar Kessher, to the Woodlawn police station for help. Meantime, the drivers and the men mourners tried to dig out the hearse. They had made little progress when ten policemen in charge of Roundsman Flock arrived.

of Roundsman Flock arrived.

They had run all the way from the station to keep warm. They tackled the hearse, but were unable to right it. By this time the women mourners were almost exhausted from the cold. They had been shivering in the coaches for over half an hour and some of them had swooned.

The police then decided that the only thing to do was to get the women folk to shelter. The horses were unhitched, as it was impossible for them to be turned around in

possible for them to be turned around in the snow banks, and taken to the cemetery stables. Then the police and the men mourners started with the women for the Woodlawn station. They had half a mile to go over snow banks and drifts, no path baying been broken. having been broken.

The women were practically carried all the way. When they got to the police station three of them were exhausted and

fainted.

All were frostbitten and it was some time before the women were thawed out.

Two of Luckings's drivers went to Charles's Hotel at 236th street and Jerome avenue. When they told Charles of the storm bound mourners at the police station, he got a truck with four horses and made up he got a truck with four horses and made up

he got a truck with four horses and made up piles of sandwiches and got several cans of hot coffee. The relief expedition reached the police station about half an hour later and was warmly welcomed.

Shortly after the hour, however, the Wakefield police heard from them. They said that when they arrived at the overturned hearse their wagon broke down. Then they took refuge at the Woodiawn police station and were thawed out.

"We are starting back," they chorused. You may see us in the morning."

Soon after the party got to the station

soon after the party got Luckings telephoned to Police Head-quarters for help. The Wakefield station was notified and Sergt. Tierney sent Police-men Dunn and Ross in the captain's wagon to see if they could be of any help. At midnight neither Police Headquarters nor the Wakefield station had heard from Dunn

or Ross.

About the time that Dunn and Ross went out Police Headquarters notified Fordham Hospital to send an ambulance to the cemetery. Dr. Dolan, with John Vaughn driving the ambulance, started to make the three and a half mile trip. They had gone about two miles when the horse plunged into a snowdrift that almost covered the ambulance.

Dr. Dolan decided that there wasn't

much use in trying to get any farther and he and Vaughn began to dig out the horse and ambulance. That took them about an hour and it was two hours later before an hour and it was two hours later before they finally got back to the hospital.

There was considerable worry at the Majestic apartments last night when Mr. Hagakana and his wife did not return. Finally, about 8 o'clock, Mr. Hagakana telephoned that he would not be able to return until this morning. A Mr. Swift, a friend of Hagakana's, was with him. Mrs. Swift stayed at the Hagakana apartments last night.

ling to the telephone message re-According to the telephone message re-ceived from Mr. Hagakana, it was im-possible, on account of the cold, to bury the body of the little girl. The operator at the Majestic apartments said, however, that Mr. Hagakana was heard so indistinctly that this might have been a mistake.

GIRLS CAUGHT IN THE STORM. One Hundred Stalled in Jamaica-Hos-

pitable Homes Opened to Them. One hundred young women who attend the Jamaica Normal School and live in Long Island towns that the Long Island Railroad trains didn't connect with yesterday, would have been in an uncomfortable plight if Jamaica citizens had not

opened their homes to them. When school was let out at 3 o'clock the girls went to the depot and were told that no trains were running, and that none would be run. Few of them had money enough to go to a hotel. The news of their predicament got about the village and it wasn't long before scores of mard women of Jamaica were at the railroad offering accommodations to the young women.

Storm Blocks a Review by the Mayor. The review of the Thirteenth Regiment Heavy Artillery of Brooklyn by Mayor McClellan, which was to have taken place last night at the Sumner avenue armory, was postponed until Monday night, owing to the storm.

A smoker's sore tongue and mouth are relieved by cleansing the teeth with

Liquid, Powder or Paste ASK YOUR DENTIST

PROM GIRLS CAN'T GET AWAY. More Than 100 Stormbound in New Haven -All Having a Good Time.

NEW HAVEN, Jan. 25 .- More than 100 Yale Prom girls were held up in this city to-night on account of the blizzard and made their headquarters at the New Haven House. Half of this number made a desperate attempt to reach the railroad station for afternoon trains for New York and the West, but got only half way there when trolleys and carriages in which they were passengers became stalled and they decided to return to remain until the storm subsides.

Their Yale friends, learning of their inability to get out of town, planned an impromptu reception for the girls in the parlors of the hotel, and for several hours entertained their visitors by the aid of the Yale Glee and Banjo Clubs. Mrs. Frank H. Platt of New York and Mrs. James W. Waller of Chicago took the lead in a 5 o'clock tea at the hotel parlors, at which the detained girls and their Yale hosts made merry, despite the storm.

MAY CAUSE COAL FAMINE.

Snow Ties Up Railroads in Anthracite Region and Mines Shut Down. WILKESBARRE, Pa., Jan. 25 .- The storm threatens to cause an anthracite famine along the eastern seaboard and in New England, where, it is understood, the supply of coal in the stock yards is small. All the mines have been obliged to suspend work owing to the blizzard, which prevents empty cars being sent to them or the loaded trains being hauled away, so severely are the railroads crippled by

the great snowdrifts. If the promised cold wave comes closely after the blizzard the situation will grow more serious. At present the prospect is that little coal can be moved eastward for several days.

AUTO FIRE ENGINE HANDY. Put Out a Blaze When Engines Drawn by Horses Were Stalled in the Snow.

NEW LONDON, CONN., Jan. 25 .- During the storm to-night fire started in a wooden building in Starr street, in the heart of the city, and the numerous frame structures close by were for a time in great danger of destruction, owing to the high wind. The prompt response of the Niagara Company's new chemical engine undoubtedly saved the fire from spreading, as the regular volunteer hose carriages, drawn by horses, were not able to reach the fire through the snowdrifts for several minutes after the Niagara's auto, which heretofore has been looked upon more as a toy than as a practical fire fighting machine, put out the blaze. WEDDING PARTY IN THE STORM.

Drove Over an Embankment, Spelled Their Finery, but Got Married All Right.

WILKESBARRE, Pa., Jan. 25.-A wedding party, driving from the bride's home to the church in the Wyoming Valley, was lost in the storm to-day and drove over an embankment. The bride, Miss Mary Gerrity, and the bridegroom, Peter Wall, were not injured seriously, but with their bridesmaid and best man had to walk back home, half a mile away.

Their wedding finery was ruined. They put on ordinary clothes, got another carriage and finally reached the church.

BRIDGE WAS NOT SO BAD. Looked Like a Mass Meeting at This End but More Trains Adjourned It.

The Brooklyn Bridge, after being threatened with a congestion that promised a complete blocking of Prooklyn bound traffic. extricated itself from its difficulties late yesterday afternoon and handled the rush hour crowds as though there were no snowstorm of any importance. From 4 to 5 o'clock there were all sorts of hurry calls sent to the Brooklyn Rapid Transit people and the police that a riot was threatened at the New York end.

The shuttle train system had been put in operation at a little after 3 o'clock and was swamped by the rush of folks who were trying to get home early. The number of trains was hurriedly increased until at 5 o'clock the full rush hour complement was running. The congestion then disappeared. At 6 o'clock things were running

The situation began to get interesting at about 4 o'clock, when all the Brooklyn sleepers were simultaneously hit by the idea that the only way to get to their beds by 9 o'clock was to get over the Bridge before dark. The carrying capacity of the through Bridge trains was worked to the full at quarter past 4 o'clock. At half past 4 all the through elevated trains were cut off and only Bridge locals were run. The entrances to the train platforms were blocked by policemen at the bottom of the stairways and only one trainload was let up the stairs at a time. Several thousand men and women stood and crowded one another good naturedly at the foct of the stairs and waited for their turn to go up. Every opening of the gates to let a section of the most brough was the signal for loud of the mob through was the signal for loud and boisterous cheering by everybody in the crowd. As the crowd grew larger a number of cheerful individuals intro-

a number of cheerful individuals introduced song into the entertainment. Severe
as the crowding was, nobody seemed to
get very angry about it.
Word came over the Bridge that Park
avenue surface cars had been blocked at
Tompkins avenue at 40 clock. It was stated
officially that all the other surface cars were
running "regularly." The crowds on the
Bridge plaza couldn't understand it quite
that way. Cars came through the loops
about once in ten minutes and were packed about once in ten minutes and were packed like sardine cans as soon as they left the Bridge roadway. The DeKalb avenue cars ran with some sort of regularity. A great many people got tired of waiting for Bridge elevated and surface cars and walked over the Bridge. They fared better than might be imagined, for the wind was at their backs and helped them along.

PROMPT CHARITY WORK.

Policemen Authorized by Society to Spend \$2 on Any Case of Destitution. A special order from Commissioner McAdoo was read in the West Forty-seventh

street station house yesterday afternoon, when the men started on the 4 o'clock tour instructing them to inquire at all tenements on their posts for cases of destitution which needed immediate attention. The order was said to be issued at the request of the Charity Organization Society,

and it authorized the men to spend \$2 or less of their own money where immediate relief was necessary, which the society promised to pay back.

Policeman Levy reported the only case up to a late hour last night. He found sixty-year-old Mrs. Margaret Redmond and her invalid son suffering from hunger and sixty-year-old Mrs. Margaret Redmond and her invalid son suffering from hunger and cold in their rooms, at 550 West Forty-fifth street. Mrs. Redmond, who is a widow, has supported her son, Bernard, for thirty years by scrubbing and day's work. An attack of rheumatism laid her up before Christmas, and since then she and her son have been dependent upon the charity of

their neighbors.
Levy bought \$1,99 worth of coal and groceries at the corner store and carried the stuff to the widow's rooms.
John Morano, an Italian laborer living at 26 Cherry street, went to the Oak street station last night and said that his wife and eight children were freezing to death. He had been out of work three months, he said, and for a week there had been nothing to eat except what was given them nothing to eat except what was given them by neighbors. Detectives investigated the story and found it true. The police them-solves at once raised \$17 for the family.

MILK TRAINS WILL BE LATE,

BY SEVEN HOURS OR MORE, RAIL-ROADS NOTIFY DEALERS.

Dealers Say That the Farmer Is a Wonder at Getting His Product to the Rail-read, and That It is the Railread. Not the Farmer, That Gets Blizzarded,

Although many business houses were able to close up and allow their employees to go home early yesterday, it was very different with the milk dealers. They were kept on the jump. In the first place, it was with the greatest difficulty that the product was delivered. This was accomplished in fairly good shape during the

The dealers then began to worry about the supply for to-day. It wasn't the question of being able to deliver milk that bothered them, but the problem was to get a supply for this morning's distribution. In discussing the situation last night the managers of one of the largest firms in the city had this to say:
"We anticipate little trouble in getting

all deliveries made to-morrow. Milk, of course, is a product that cannot be kept in storage for a very long time. A new supply comes in each morning. Our dairies are in most cases either near by or right on a railroad line, and all the milk that New York can use will reach here, provided the railroads are not tied up. We expect that the milk trains will be more or less late in reaching this city and this will cause

late in reaching this city and this will cause a delay in the delivery.

"Our greatest troubles are in the suburbs. This may seem strange, but we were able to deliver a very few orders in such places as Orange, Montclair, New itochelle and other small places to-day. Most of the milk for these places comes first to New York and then is reshipped to our agencies there. We had all we could do to supply this city to-day and had to neglect the smaller suburban towns.

"Some folks may imagine that the small dealers will suffer as a result of the storm "Some folks may imagine that the small dealers will suffer as a result of the storm—that is, the dealer who gets his supply direct from the farmer, who in most cases has to drive many miles to the nearest railroad depot. If the railroads fulfil their part of the task the small dealer will get his milk all right this morning. The farmer is a wonder at getting about in all kinds of weather and he will be found at the crossroad stations to-morrow mornat the crossroad stations to-morrow morning on time. He will come in wagons, sleighs and any old kind of a vehicle, but he will get there. A little thing like a blizzard will not stop the farmer. If the railroads are as reliable as he is there is no cause for alarm."

The milk trains that come in over the West Shore and the New York, Ontario and Western, which uses the West Shore's

West Shore and the New York, Ontario and Western, which uses the West Shore's tracks from Cornwall, were all tied up late last night. These trains are usually due about midnight. They bring in a large quantity of the city's milk supply. As the line was then completely tied up, it is not known just when these milk trains will get in. The despatcher in Weehawken said he didn't think any of them would reach here before 7 A. M.

The "if" turned out to be a big one. Dealers kept the telephones busy between here and Jersey City last night inquiring about the arrival of milk trains. The officials of the Erie notified all that no milk trains would get in before 5 o'clock in the morning. All of these trains, it was said, would be from six to seven hours late. The trains from the Lehigh Valley and New England railroads come over this line, contecting at Goshet. N. Y.

The Susquehaense, which is a big milk carrying road, notified all dealers that the trains would be seven or more hours late. The usual gathering of milk wagons in Jersey City was not in evidence last night, as the dealers decided not to send menover until notified that the trains were coming in.

The New York Central and West Shore

oming in. The New York Central and West Shore roads bring in from fifty to sixty carleads of milk a day. It was estimated that from ten to fifteen cars might get in some time this morning. There was little hope that the milk trains over the New York and New Haven, due at 10 o'clock last night, would get through would get through.

WIRES IN GOOD SHAPE.

Rush of "Can't Get Home" Telephone ship of exhaustion due to "bad nutrition Messages to Anxious Wives.

ported south of Washington; but that was not serious, as no city was absolutely out communication with this city. The kers' through wires to Chicago worked through the business day without interrup-

its troubles, not because the storm put its equipment out of husiness, but because of the rush. It was estimated by an official of the company that the number of calls received in the afternoon and early evening

received in the afternoon and early evening was about 50 per cent, more than on a normally busy day, and as a result the wires became badly congested.

"It seems as though half the business men of this town were calling their homes to say that there was no telling when they would get home," said General Manager H. F. Thurber. "All this extra calling has congested the wires until the force has been worked to its utmost. The wires are all right and the only serious delays in the service are with outlying places in New Jersey and Westchester. In Jersey there has been an average delay of about fifteen minutes in making connections, because has been an average delay of about fifteen minutes in making connections, because so many calls have come in that they have had to be held up in order to wait for a clear wire. Westchester connections have been made in somewhat better time, and Brooklyn calls, as well as those to places in this borough, have gone through almost without delay. The only town we have had serious difficulty in reaching has been Long Branch, where there seems to be wire trouble; but communication with that place has not been entirely cut off."

While the telephone wires in Manhattan came through the storm well it was reported as night that the lines in The Bronx and the out ying districts were not so fortunate. Wires there were torn down by the high wind. The total damage

by the high wind. The total damage in that borough was more than has re-sulted from any storm this winter.

SPARROWS SEEK MEN'S HOUSES, Sheltering in the Vestibules Along Morningside Park.

The colony of sparrows in Morningside Park, where there are no buildings under whose eaves they could seek shelter, flew yesterday to the vestibules of the apartment houses on the east side of the avenue. They got in whenever the doors were opened and found perches up near the ceiling. The steam heat seemed agree-able to them and as the hallboys shared lunches with their visitors the birds got

along very well.

Most of the sparrows in the city were killed in the 1888 blizzard, and for a year were noticeably scarce in the parks

THE STORES CLOSED EARLY. Nothing Doing-One Broadway Jeweller Took in Less Than \$3.

All the big dry goods stores closed up early to give their employees a chance to get home. The Twenty-third street stores all closed at 4 o'clock and the Broadway

shops soon afterward.

Most of the stores could have remained closed all day with profit to themselves. There were few shoppers. One large Broadway jewelry store reported two cash sales yesterday and both didn't aggregate

The early closing of the dry goods stores lessened the regular night crush on the surface and elevated roads. At 6 o'clock the shopping district was wholly described. Theatrical Note. FISHRILL LANDING, N. Y. Jan. 25 .- William sociability.

Faversham and his company of thirty-five, playing "Letty," are stalled at Fiannery's Hotel, Fishkill Landing.

Business Men prefer California Limited



The train "wears well"

Mainly because the service is faultlessly good every mile Santa Fe All the Way-That's the reason

Compartment and Observation Pullmans, Buffet-Smoker and Harvey Dining-car Chicago to Los Angeles and 'Frisco

> Ask G. C. DILLARD, of A. T. & S. F. Ry-At 377 Broadway, New York City

WIDE SWEEP OF THE STORM Zero Weather and Snow in the West and

CHICAGO, Jan. 25 .- Chicago is suffering from the worst spell of weather of the winter. It was about 10 degrees above zero this morning and the wind was blowing above forty miles an hour from the west, while the snow was falling in almost level sheets of stinging ice. The weather man predicts another extremely cold spell as soon as the snow stops.

Reports from the entire Middle West and Northwest indicate the most widespread and worst blizzard and cold wave of the

KANSAS CITY, Mo., Jan. 25 .- The coldest

weather of the winter is prevailing throughout Kansas and western Missouri. Zero temperature was reached here at 7 o'clock last night and 10 degrees below is expected. Sr. Paul, Minn., Jan. 25 .- A cold northwest gale brought below zero temperature with it, and according to the Government weather office the temperature in St. Paul reached 16 degrees below zero last night. This was the warmest spot in the Northwest. At Winnipeg and Battleford, across the Canadian line, the mercury went down to

NORFOLK, Va., Jan. 25 .- A severe storm swept the Virginia, Carolina and Maryland constslast night, with blasts from the northwest, causing the wind to reach a maximum velocity of fifty miles an hour.

Boston, Jan. 25 .- Boston and practically all New England is to-day in the grasp of a blizzard, the heavy snowfall being accom-panied by a high wind, varying from twentyour miles an hour in this city to the pro-ortionsofahurricane of seventy miles ar rtionsola hurricane of seventy miles an ur which was this morning reported for Highland light the Highland light station on Cape Cod. Very low temperatures throughout New England increase the suffering and dis-

DALLAS, Tex., Jan. 25 .- This is one of the coldest days ever experienced here. A winter blizzard is blowing, with a tempera-

PHILADELPHIA, Jan. 25.—The storm has led up railroad traffic here. At 11:30 to-ight the Reading railroad announced that all through train service was para-lyzed. Not a train was running on its tracks in Pennsylvania, to the best of the officials' knowledge.

IMMIGRANTS COULDN'T LAND. Barge Load of 600 From the Vaderland

Falls to Reach Ellis Island. Only a part of the steerage passengers of the Red Star liner Vaderland, which arrived on Tuesday night from Antwerp and Dover, after losing ten immigrants through seasickness on the stormy voyage, reached Ellis Island vesterday. One, a Hungarian, died in the morning aboard

and seasickness." Nearly three hundred who left the dock in a barge early in the morning managed to get to the island. Another barge load of 900 drifted about more than an hour. of 900 drifted about more than an hour. Finally the barge was tied up at Pier 10, North River, and the landing agent in charge of her telephoned her plight to Immigration Commissioner Williams, who ordered the immigrants sent back to the

Vaderland. skipper of the towboat conveying The shapper of the towboat conveying the barge declared that it would be dan-gerous to attempt to make the island in the storm. The Red Star Line's dook superintendent said that all the partitions in the steerage had been taken down and that it would be difficult to house the immigrants properly. The Commissioner said they certainly would not be kept all night aboard a cold barge, and the line took

them back.

Ten of the immigrants who reached the island were so ill that they were sent to hospital. Many complained of their treatment aboard the Vaderland. It was said that the Collector's office would make an inquiry on the strength of the complaints. More than 200 of the immigrants who were landed at the island and was reasonable. More than 200 of the immigrants who were landed at the island and were passed by the inspectors are bound for the West. They were unable to get away because of the tie-up of river traffic and stayed all night in rooms reserved for detained per-

TOO MUCH FOR STREET CLEANERS They Made a Gallant Struggle, but Decided

to Be Wise and Walt. M. D. Bouton, snow inspector of the Street Cleaning Department, said vesterday that his men had been forced to surrender tractor had more than three thousand men at work along Broadway. Fifth avenue, in the financial district and in other main thoroughfares, but the men became so benumbed by cold and their work was so rapidly undone that they were called off early in the afternoon.

"It is a physical impossibility to face

"It is a physical impossibility to face the elements to-day," said Mr. Bouton. Even the seasoned employees of our own department, clothed as warmly as possible had to quit. The instant the storm abate we will have every man we can get at work again, but until then we will be helpless."

MAILS LATE. Carriers Weary, Wagons Slow-But the

Pneumatic Tubes Are Not Bothered. All incoming mails were late. In the city the carriers reported the umost difficulty in covering their routes. Extra carriers were put on, particularly in the business districts. The mail transfer wagons all failed to reach stations on schedule time; the pneumatic tubes alone worked as usual. The New York Post Office is making every in the face of the storm it is feared that this may be impossible to-day.

The proverbial wit, wisdom and good cheer of the Irishman often find their incentive in JOHN JAMESON'S FAMOUS OLD IRISH WHISKEY.

It surrounds you with an atmosphere of good will and



No one wore shoes yesterday. -goloshes were it.

So we've still plenty of \$5 and \$3.50 shoes at \$2.85.

Three Broadway Stores. 1260 842 Warren st. 13th st. 32nd st

ROGERS, PEET & COMPANY.

BROOKLYN CLOSED UP EARLY.

School Children and Store Employees Sent Home-Warning From B. R. T. The Brooklyn Rapid Transit lines were so tied up early in the afternoon that General Manager Calderwood issued this an-

nouncement at 2:30 o'clock: "If the storm continues for more than an hour longer persons wishing to reach suburban and even short distance points by trolley had best start several hours earlier than usual. Those who can do so would be better off if they stay at home. The Brooklyn Rapid Transit Company has out every available sweeper, snow plough and all the shovellers we can get, but it is impossible to keep the lines open in the teeth of such a storm and gale. It will be impossible to cope with the storm after

nightfall." The public schools were snowed up. especially in the suburbs, long before noon, causing the district superintendents to issue orders that the classes be dismissed at 1 o'clock, to give children and teachers an opportunity to reach their homes before the conditions became worse. The pupils at Packer Institute were sent home at 11 telebrates.

o'clock.
All retail business in the borough was all retail business in the borough was practically at a standstill during the day, so much so that the big department stores, upon the receipt of an informal notice from the Brooklyn Rapid Transit Company that transportation facilities would in all probability be cut off entirely after dark, closed billy stores at a closek in the afternoon. their stores at 3 o'clock in the afternoon and dismissed their help. Loeser & Co. and Abraham & Straus sent such of their

women employees as lived in the suburbs to their homes soon after noon. All outdoor work was suspended at the navy yard in Brooklyn after 9 o'clock in the morning, and the shops were closed several hours before the usual hour. Because of the great drifts of snow piled on every side the local fire department on every side the local fire department made a requisition for additional horses. and sixty were sent to the fire houses in the downtown districts to act as relief

In the suburbs, including Fort Hamilton, Bay Ridge, Bath Beach, Flatbush and Coney Island, all business and practically all traffic was at a standstill in the late afternoon and evening.

VESSELS IN DISTRESS.

Craft Blown Ashere in Various Places Along the Atlantic Coast.

PORTLAND, Me., Jan. 25 .- The threemasted schooner Rodney Parker of Lynn, Mass., Capt. Randall, from Stonington, Me. to New York with a cargo of granite, went on the rocks at Simonton's Cove. Portland harbor, this morning, and will probably be a total loss. A tug took off the crew. PROVINCETOWN, Mass., Jan. 25 .- A two-

masted schooner which put into this port

for shelter dragged her anchors in the

heavy storm to-day and struck on the

bars at the upper end of the harbor. The seas are breaking over her and it is feared she may sink. It is supposed that the Wood End life savers have gone to the assistance of the crew.
Norrolk, Va., Jan. 25.—The small oyster laden schooner John A. Russell from Tappa-hannock, Va., to Norfolk was driven ashore on Seawell's Point, near Hampton Roads, and Capt. W. J. Barney and his son Joseph Barney, aged 9 years, were rescued by a lifeline thrown to them by persons on shore. The vessel will probably be floated. The two-masted schooner Flora and Agnes, bound from Plymouth, N. C., to Baltimore, lumber laden, was driven ashore in Hampton Roads to-day. She will be saved

MARRIED.

MERRIAM-ROGERS .- On Wednesday, Jan. 28. 1905, in Webb Memorial Church, Madison, N. J., by the Rev. Wendell Prime Keeler, Ellen Galt Martin Rogers, daughter of William Oscar Rogers, to Arthur Lewis Merriam.

DIED.

AGOSTINI.-Rita Godoy de Agestini died on the 23d of January, after a short illness. URCH .- At the Manhanset, East 50th st., New York, Tuesday morning, Anna Mooney, wife of Charles R. Burch.

Services at the residence of her sister, Mrs. Horace N. Dougherty, 841 Park pl., Brooklyn. Thursday evening, Jan. 26, at 8:30 o'clock

GOULD .- On Tuesday, Jan. 24, 1905, Edward Sher. Notice of funeral hereafter. MILBANK .- At St. Paul's School, Concord, N. H.

Jan. 24, Lawrence, son of Isaac and Virginia L. Milbank, aged 15. Puneral services at the residence of his parents. Yonkers, N. Y., Friday afternoon, on arrival f train leaving Grand Central Station at 1:10 o'clock.

Claude Reynal, Jr., youngest son of Nathanie Claude and Sara Caldwell Reynal. Funeral private. VERDEN.-At Bay Shore, L. I., Tuesday, Jan. 24. Amy A. Paul, widow of the late Elias Werd

Funeral services at the country residence of Dr and Mrs. Henry Clarke Coe, on Thursday after noon at 2:30. Carriages will meet train leaving East 84th st., at 10:50, returning at 4:18. Pittefield papers please copy.

Northwest.